

NORTHWEST BRIDGE BUNDLE

Project Purpose

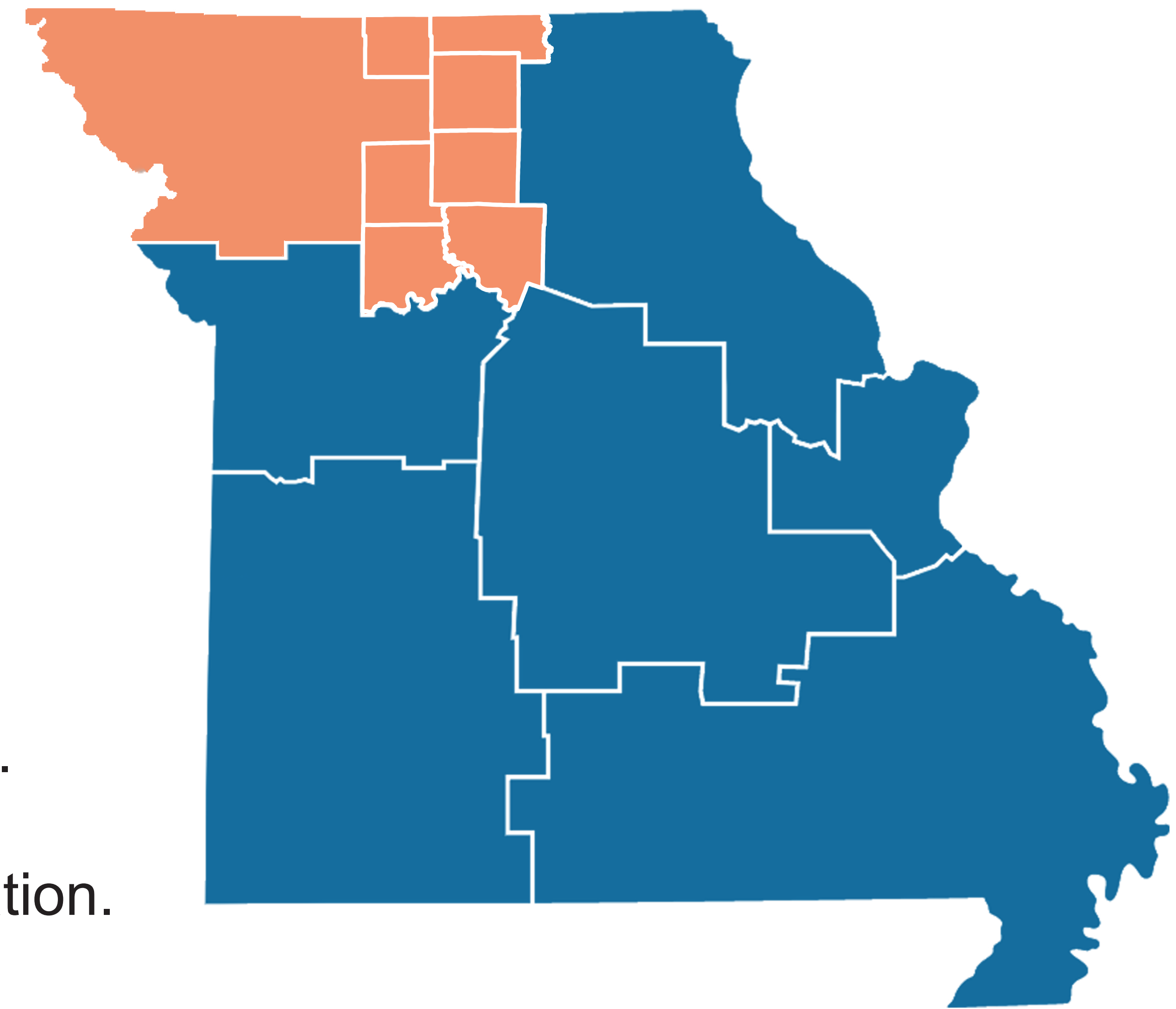
The Northwest Bridge Bundle will replace or rehabilitate up to 34 poor-condition bridges in north central Missouri and bring them up to current standards. The majority of these bridges are on low-volume roads with less than 400 vehicles per day, though some carry a much higher traffic load. These bridges connect and serve the communities and citizens of rural northern Missouri. On average, these bridges have been in place for 71 years, with one bridge in Sullivan County that reached the 100-year mark in 2022.

Project Goals

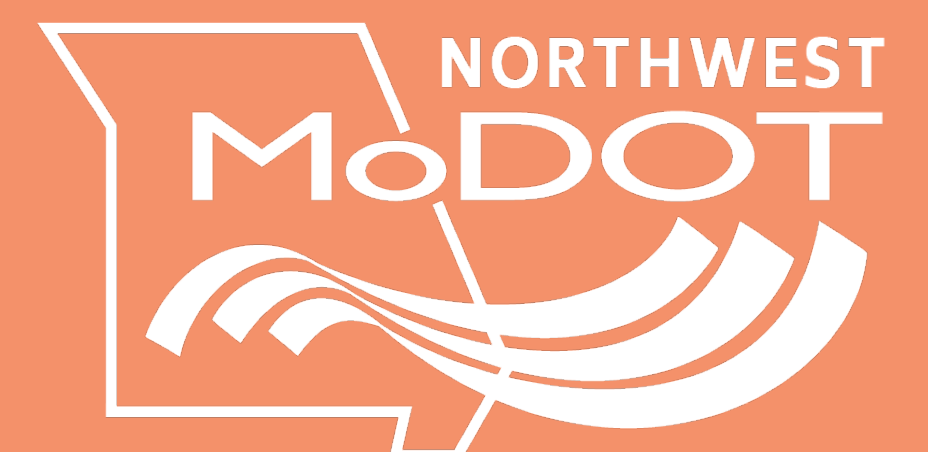
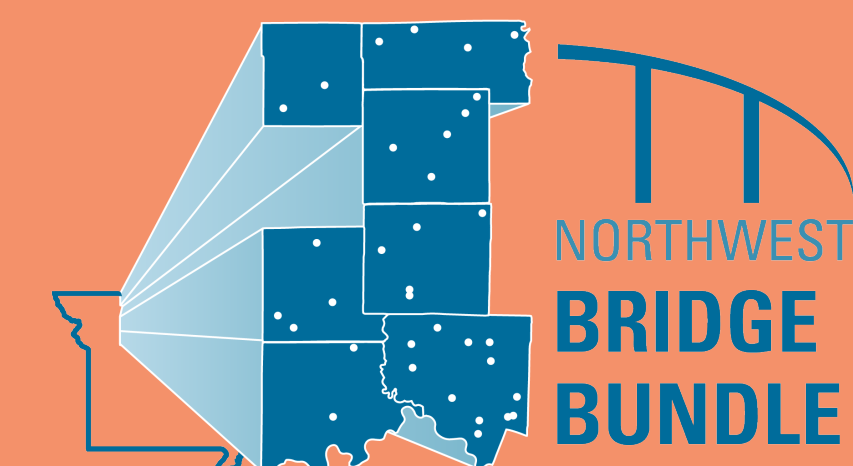
1. Safely deliver the project within the program budget of \$30 million on or before Dec. 31, 2026.
2. Use innovation and practical design to maximize the number of locations to be addressed.
3. Provide quality, low maintenance structures and roadway approaches.
4. Minimize the traveling public's inconvenience through diligent construction efforts, flexibility in scheduling, and proactive communication.

Counties

Carroll	Mercer
Chariton	Putnam
Linn	Sullivan
Livingston	



Project Contact:
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c/o MoDOT Northwest District
3602 N Belt Highway, St. Joseph, MO 64506
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Phone: 888-ASK-MoDOT (888-275-6636)

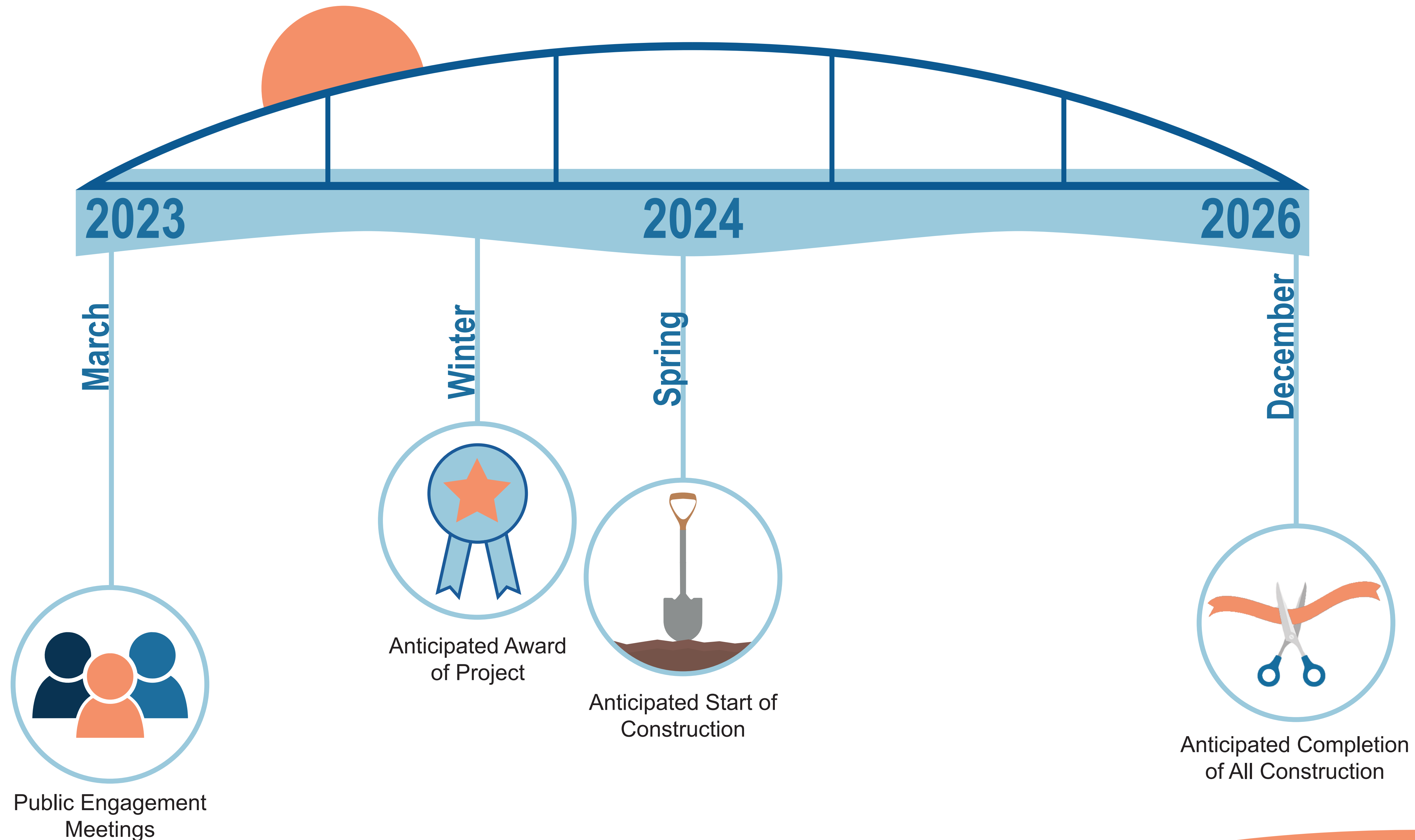


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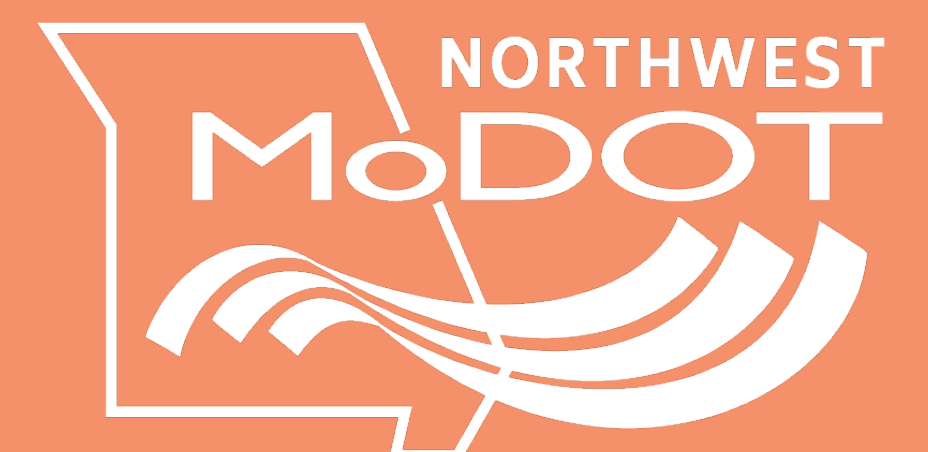
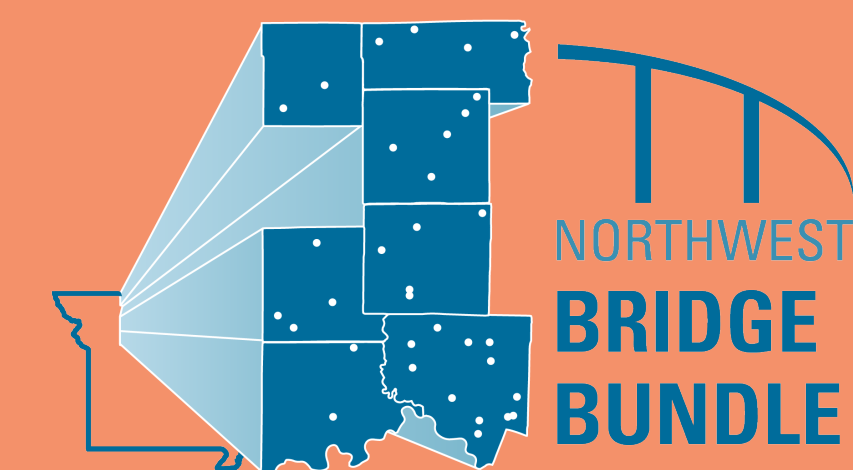
Schedule

Construction is anticipated to start in the spring of 2024.

All construction activity is scheduled to be completed by Dec. 31, 2026.



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Frequently Asked Questions (FAQ's)

Q. How will you maintain traffic and access to my property or business during construction?

A. Bridges are expected to be closed while they are under construction, however access to adjacent properties will be maintained throughout that time. Access to adjacent properties will be maintained throughout construction. Some bridges in this project may be near other improvements on state-maintained highways. Should the need arise, the contractors will coordinate to minimize traffic conflicts and restrictions to properties.

Q. Will construction interfere with emergency vehicle access?

A. Emergency vehicles will have access to all adjacent properties while each bridge location is under construction. Because the bridges will be closed and not usable while work is performed, the contractor will notify and work with emergency services during the construction period.

Q. Will traffic be detoured during construction of the project?

A. All bridges are expected to be closed while they are under construction. For most bridges in the project, a signed detour is not planned. Only the Salt Creek Bridge on Chariton County Route 11 would utilize a signed detour. The US-36 twin bridges, over Big Turkey Creek, would be kept open by completing the construction in phases to carry traffic through construction.



Q. When will construction begin?

A. Construction is anticipated to start in the spring of 2024. All construction activity is expected to be completed by Dec. 31, 2026.

Q. How long will construction last at each bridge?

A. After the project is awarded, a determination will be made on the amount of work to be done at each bridge. This will also determine the length of closure at each bridge. Once those determinations are made, the project's web page will be updated. Currently, the project is anticipated to be awarded in winter of 2023.

SCAN ME



MORE INFO

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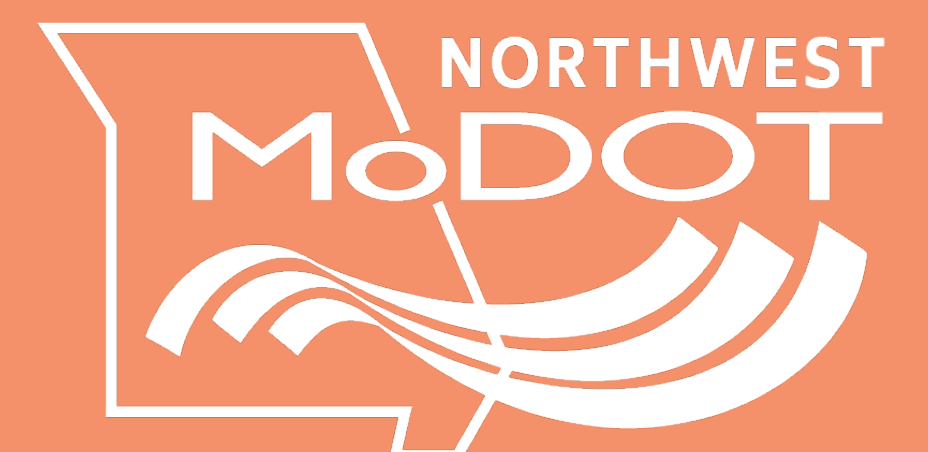
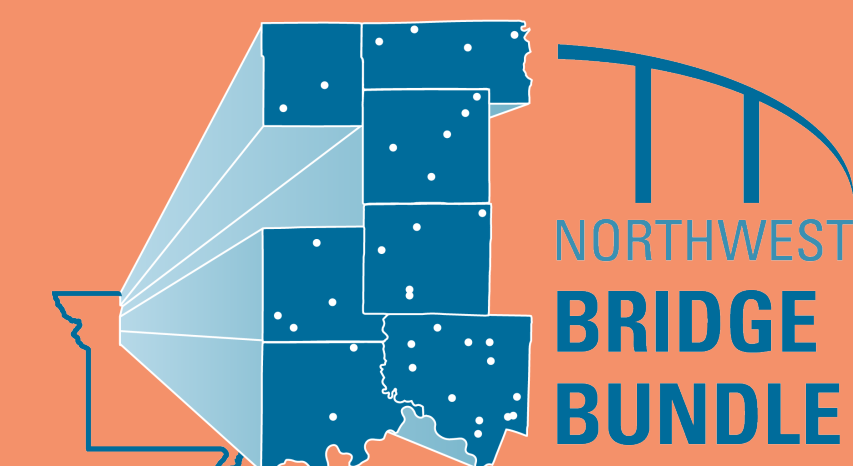
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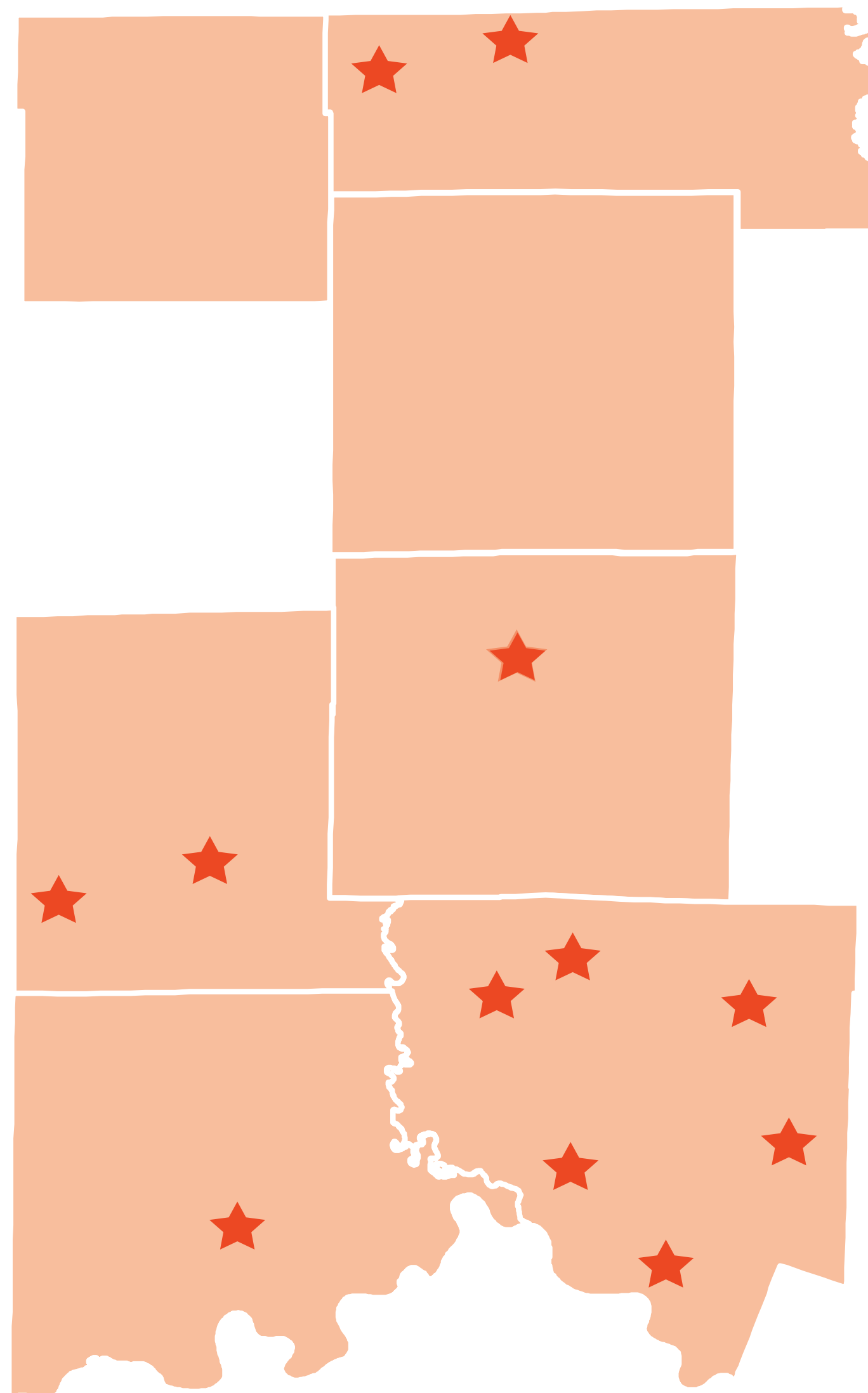


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Priority Bridges

The following 12 priority bridge locations are required to be rehabilitated or replaced.

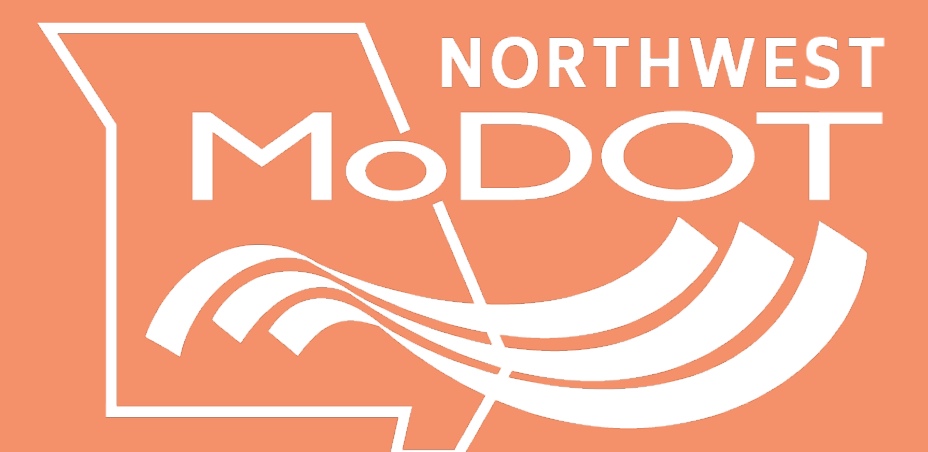
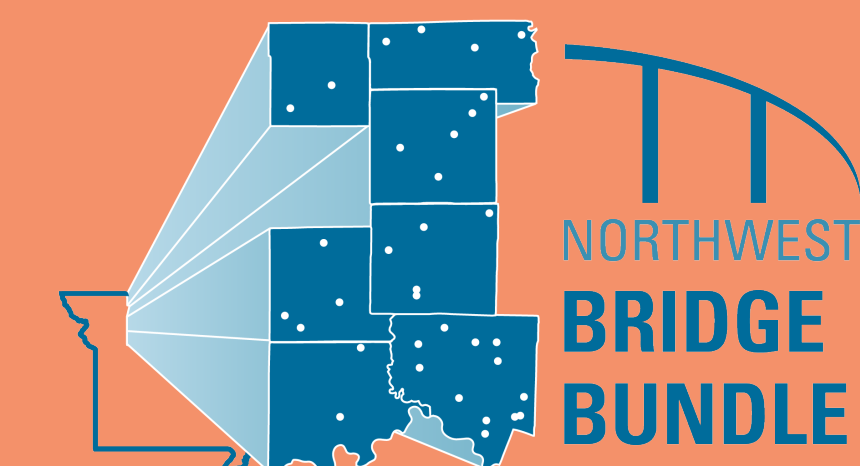
The remaining 22 bridges are addressed on the Non-Priority Bridges boards.



County	Built	Route	Crossing	Average Daily Traffic	Average Daily Truck Traffic	Length/Width (feet)
Carroll	1966	CC	Little Wakenda Creek	283	9%	85/26
Chariton	1961	JJ	Slater Branch	123	19.6%	105/20
	1959	WW	Old Channel Chariton River	107	11.8%	102/21
	1954	CC	Yellow Creek	242	25.4%	170/20
	1962	F	Palmer Creek	279	11%	123/22
	1965	HH	Bee Creek	306	13.8%	83/26
	1965	D	West Fork Bee Branch	151	23.9%	90/26
Linn	1930	C	Long Branch	352	11.4%	173/20
Livingston	1961	CC	Leeper Branch	282	21.4%	83/20
	1965	D	Rattlesnake Creek	442	12.2%	92/26
Putnam	1953	M	Medicine Creek Fork	53	12.5%	125/14
	1964	U	East Locust Creek	325	30.9%	105/24



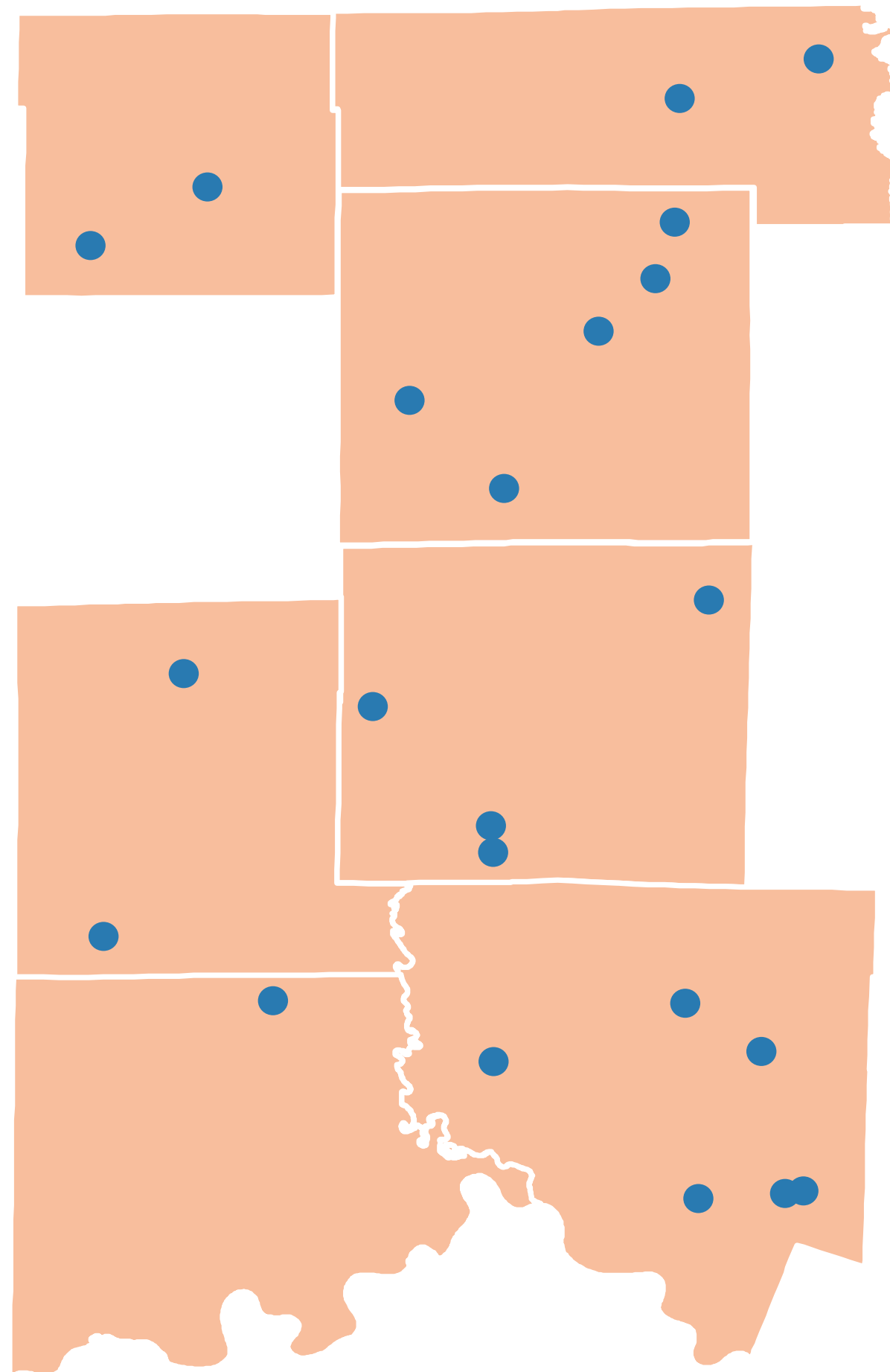
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Non-Priority Bridges

The following 22 non-priority bridge locations are not required to be rehabilitated or replaced. Work at non-priority bridges will be known once a contract is awarded. Every effort will be made to maximize the number of bridges rehabilitated or replaced within the project's budget. Non-priority bridges not addressed by the Northwest Bridge Bundle Project may be addressed in future construction projects yet to be determined.

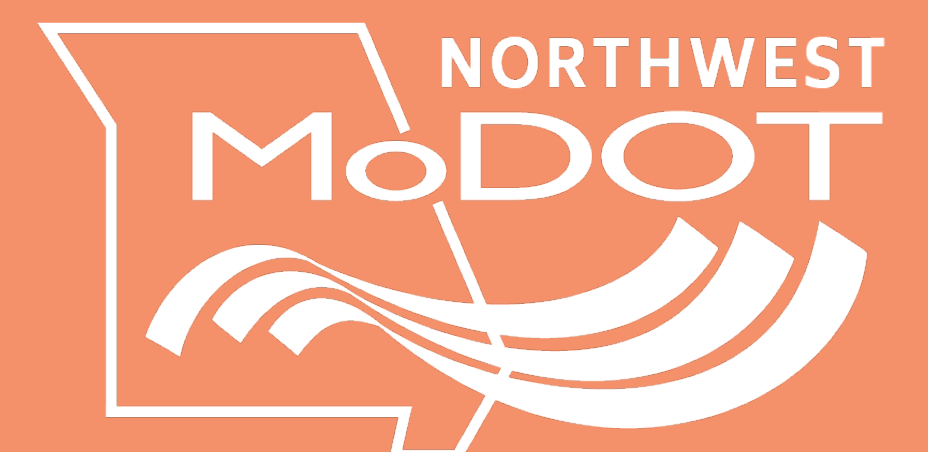
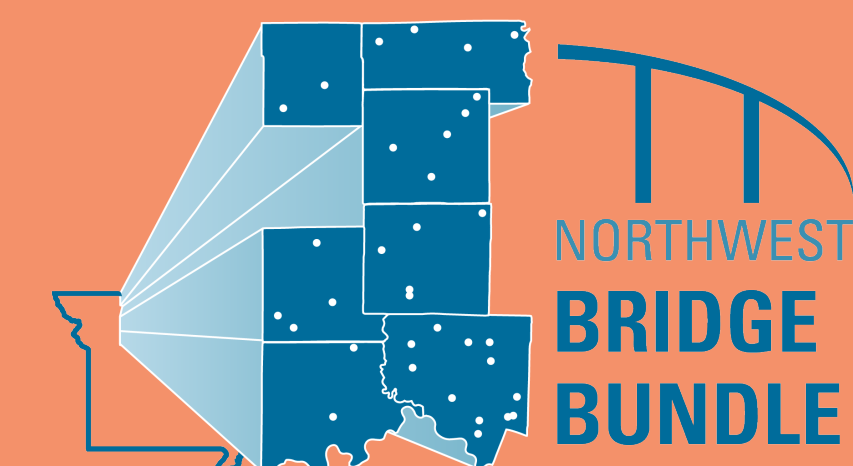


County	Built	Route	Crossing	Average Daily Traffic	Average Daily Truck Traffic	Length/Width (feet)
Carroll	1932	J	Bridge Creek	487	15.5%	101/20
Chariton	1953	MO-11	Salt Creek	913	32.3%	109/26
	1956	O	Bee Branch	218	11.5%	107/20
	1959	PP	Chariton River Overflow	426	13%	125/20
	1959	PP	Mid Fork Chariton River	426	13%	149/20
	1953	KK	Puzzle Creek	171	17.1%	117/20
	1947	D	Mussel Fork Creek	191	26.0%	131/20
Linn	1961	US-36	Big Turkey Creek	4559	37.7%	125/29
	1961	US-36	Big Turkey Creek Overflow	4559	37.7%	89/29
	1934	MO-11	Badger Creek	228	12.3%	83/22
	1933	MO-139	Parson Creek	140	15.7%	79/20

Note: The other 11 remaining bridges are on the other non-priority bridges board.



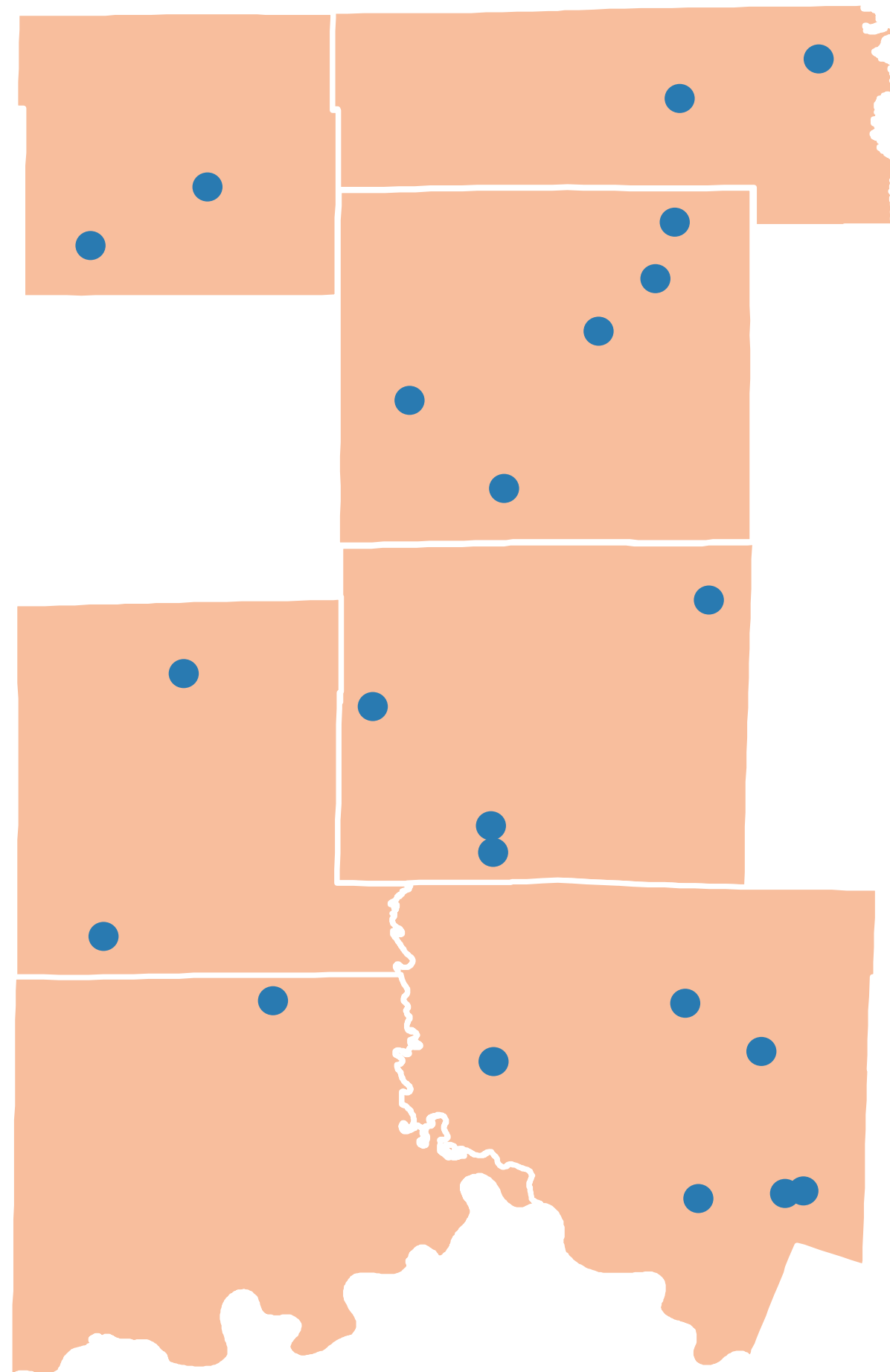
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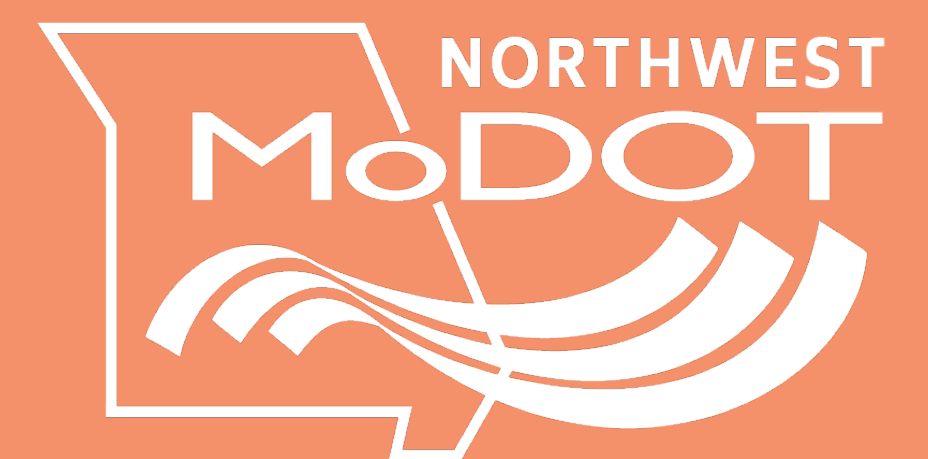
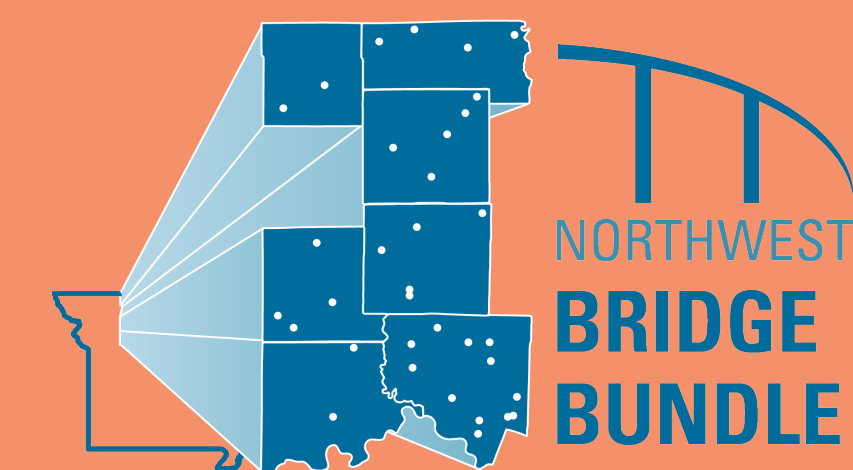


County	Built	Route	Crossing	Average Daily Traffic	Average Daily Truck Traffic	Length/Width (feet)
Livingston	1957	DD	Shoal Creek Drain Ditch	328	7.3%	265/20
	1932	K	North Fork Crooked Creek	221	10.9%	106/20
Mercer	1935	D	West Muddy Creek	79	13.5%	92/20
	1932	E	West Honey Creek	294	12%	107/20
Putnam	1947	MO-129	North Blackbird Creek	417	16.4%	127/22
	1951	N	Turkey Creek	35	13.3%	87/20
Sullivan	1922	N	Little Yellow Creek	405	10.6%	43/20
	1955	PP	West Locust Creek	59	13.8%	129/20
	1949	T	East Locust Creek	205	9.9%	121/17
	1961	MO-129	Spring Creek	95	8.7%	113/20
	1950	MO-129	North Spring Creek	95	8.7%	93/14

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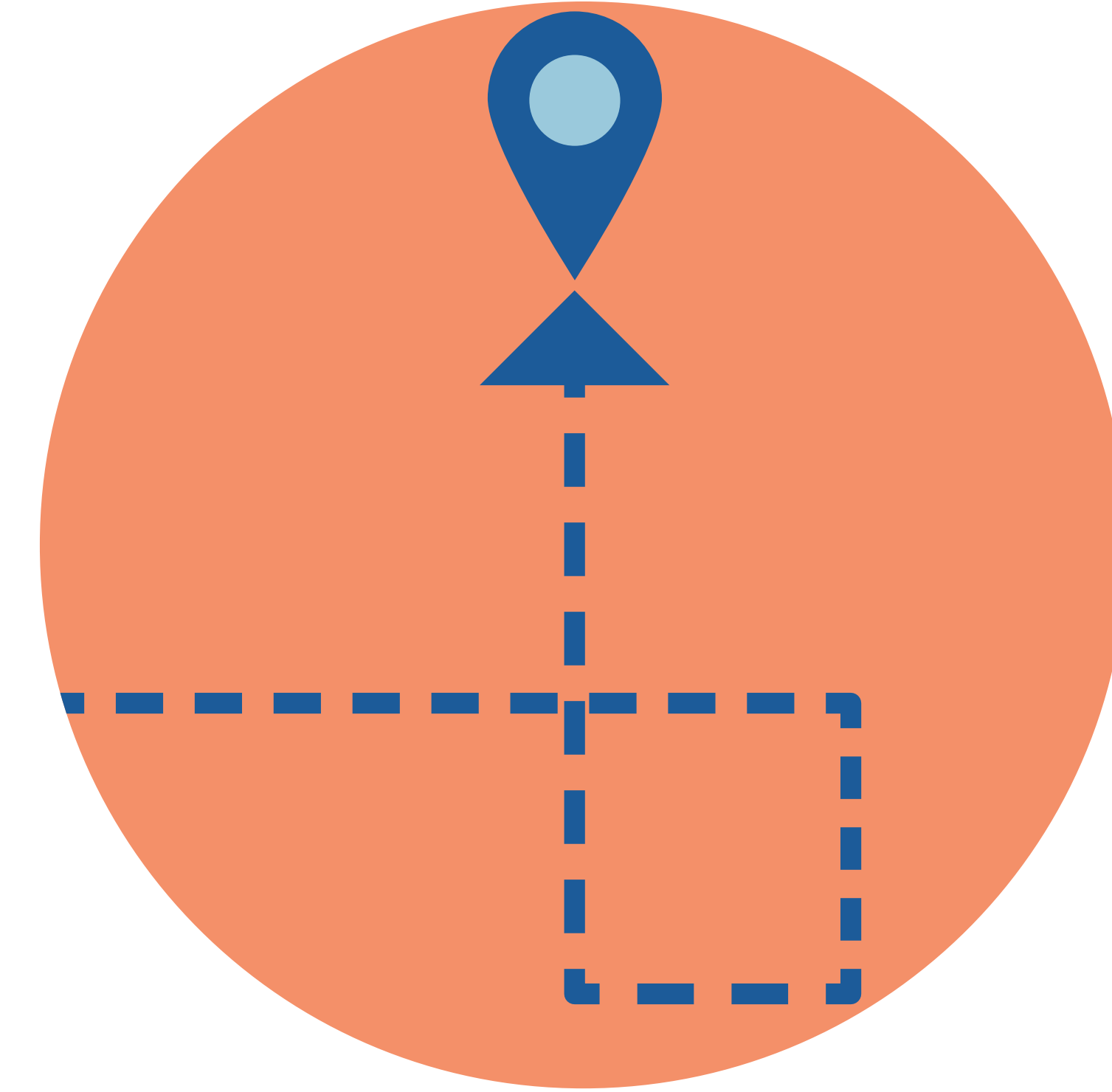


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Traffic Impacts

Goal #4 of the project is to minimize the traveling public's inconvenience through diligent construction efforts, flexibility in scheduling, and proactive communication.

MoDOT will work with the selected team to communicate with the public and minimize impacts to traffic during the project. Travel and work zone updates are provided with MoDOT's eUpdates and text alerts.



Access

Access to adjacent properties will be maintained throughout construction. Some bridges in this project may be near other improvements on state-maintained highways. Should the need arise, the contractors will coordinate to minimize traffic conflicts and restrictions to properties.

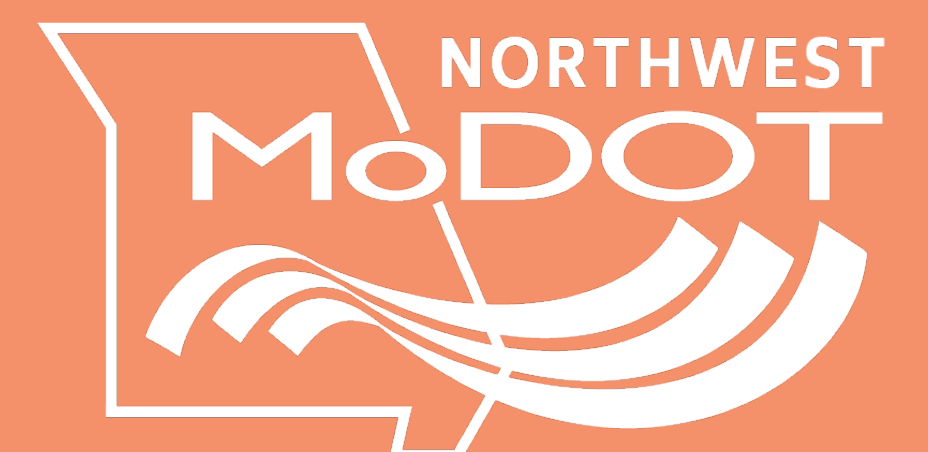
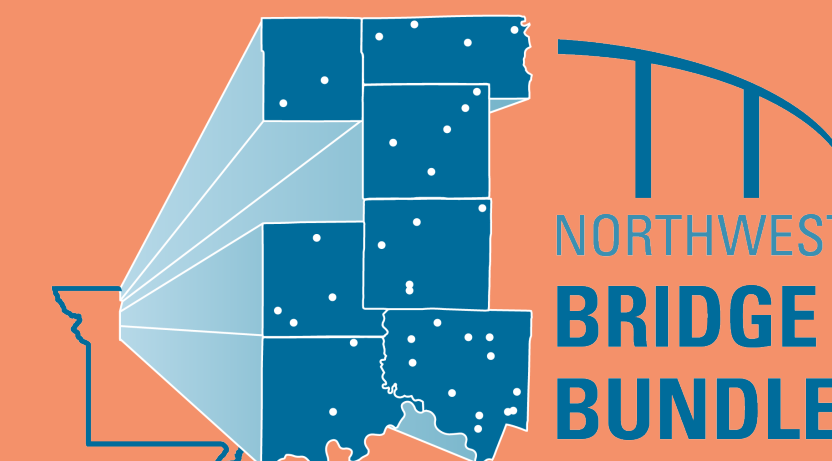
Detours

For most bridges in the project, a signed detour is not planned. Only the Salt Creek Bridge on Chariton County Route 11 would utilize a signed detour.



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Design-Build Process

Design-Build leverages private sector innovation to build on existing conceptual designs through a competitive process. Currently, MoDOT is advertising the project in local and national publications with the intent to shortlist between two and five design-build teams to consider for the \$30 million contract.

Typical Timeline

Design-Bid-Build

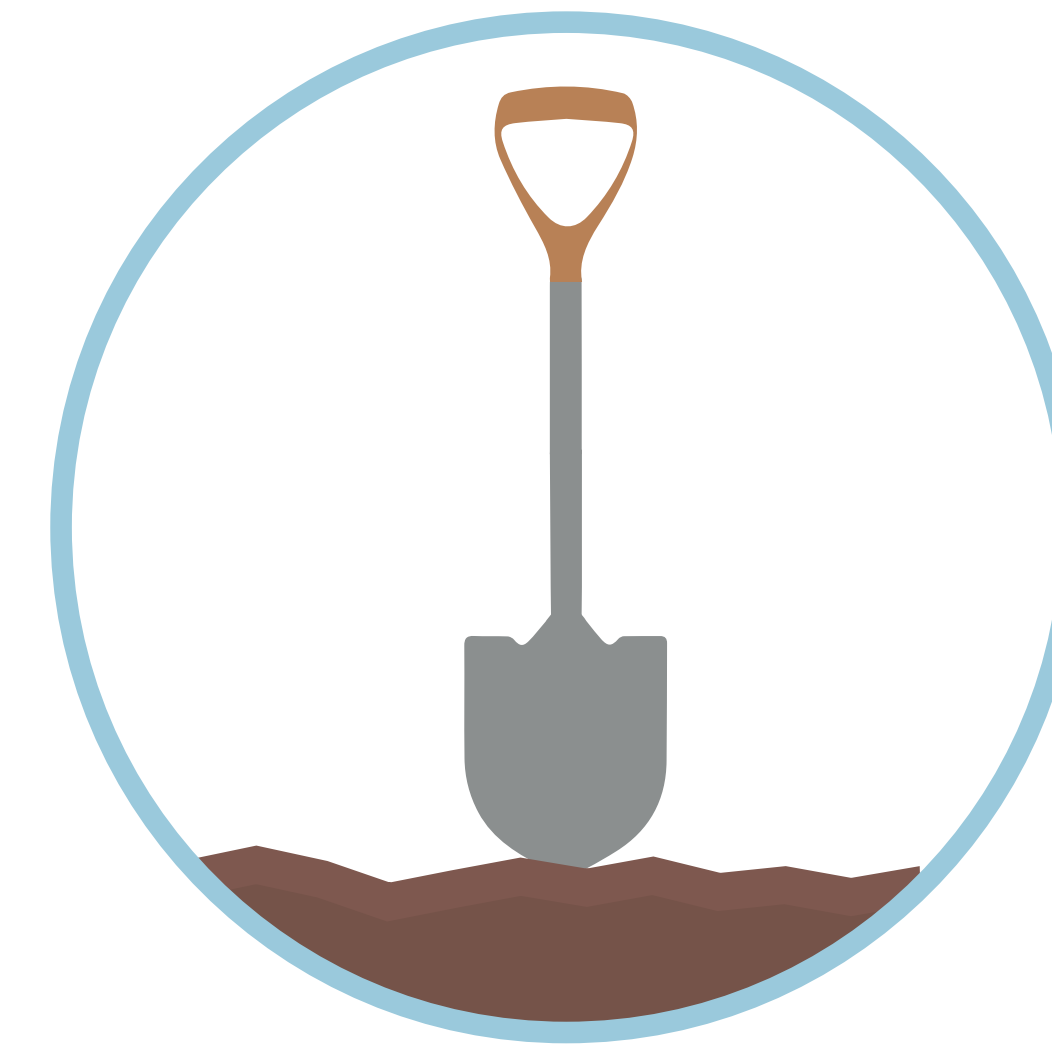


Design-Build

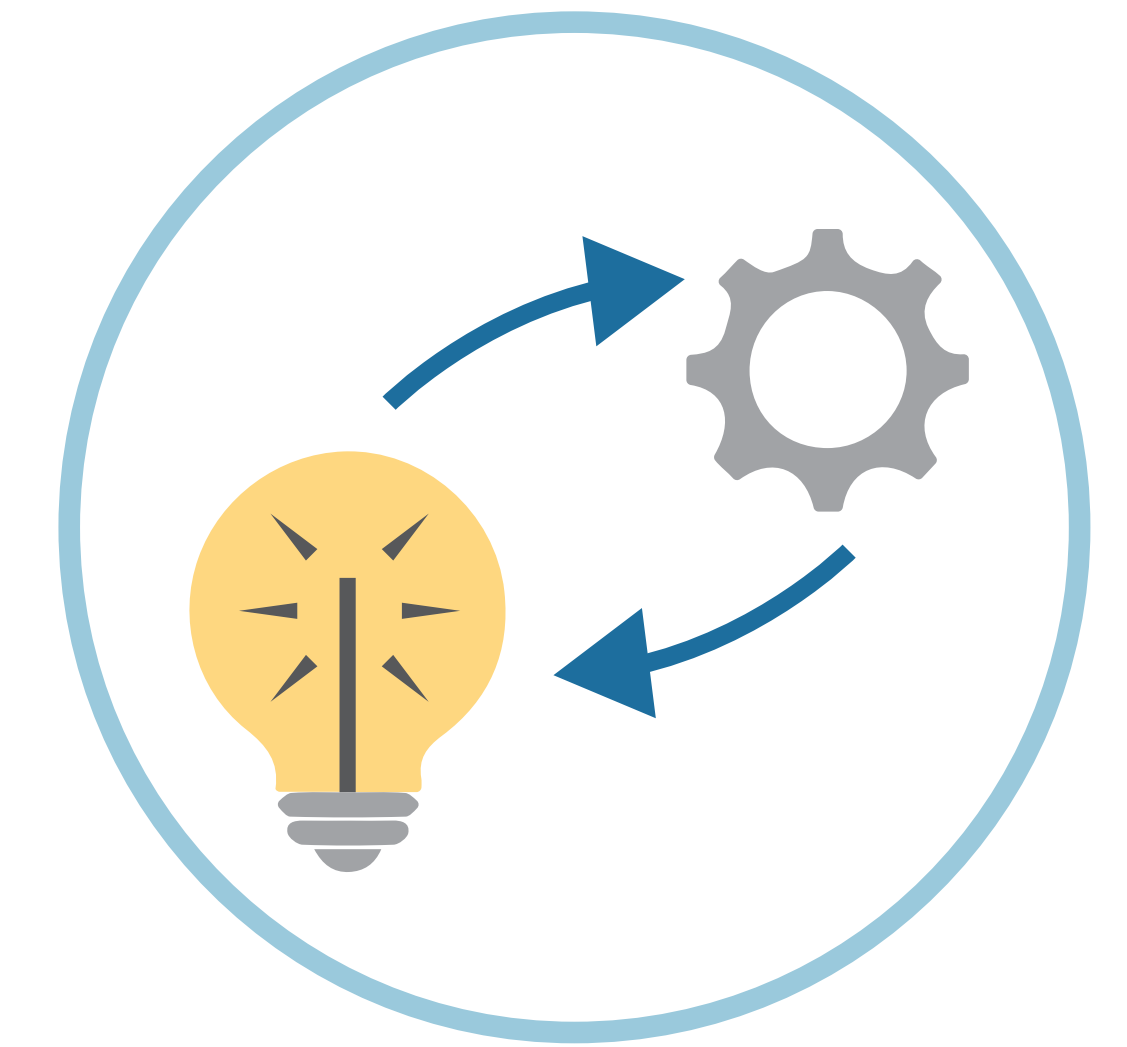


Advantages of a Design-Build Project

Faster Construction



Promotes Innovation



Reduces Costs



Improves Quality



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